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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT

CD NO.

COUNTRY

East Germany/Czechoslovakia

DATE DISTR. 4 May 1953

SUBJECT

Clearance of Czechoslovak River Craft Operating between Hamburg and Czechoslovakia

NO. OF PAGES 2

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PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO. 25X1

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4. The third and last check is made by Soviet Zone and Russian authorities on one, and Czechoslovak authorities on the other side, at Schmilka (NS1/ F 57), East Germany, and Urensko (NS1/ F 57), Czechoslovakia. The Czechoslovak check is made by customs officials on the seals of the freight space, the boiler and machine room, and the cabins and sailing books of the crew by GNB and StB officers who also

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inspect cabins and print an entry stamp into the sailing books. These latter have to be turned in by the captain (or the helmsman) to the CSPLD authorities at Decin (N51/ L 56).* The captain is bound to report to the local CSPLD agencies at every halt.

5. Before unloading the whole or parts of the cargo, the captain must report to the customs office of the river port concerned to ask for removal of the seals. Customs patrols watch unloading and loading between 7 and 18 hours. Over night all freight space is sealed up. After unloading customs officials perform a check on the whole vessel to make sure that no part of the cargo has remained.
6. Vessels of the CSPLD bound for Hamburg are also loaded under assistance of customs officials as described above in paragraph 5. Prior to the vessel's departure the captain reports to the CSPLD office to get back the sailing books.
7. Sailing books are returned to sailors, only after clearance by the STB. Sometimes this clearance is refused, which results in the sailor's transfer to another vessel operating within the borders of Czechoslovakia.

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- * Comment: Sometimes no captain is appointed to a vessel. In such cases, his functions are fulfilled by the helmsman.

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